

Amendments to the Claims:

This listing of claims will replace all prior versions, and listings, of claims in the application:

1. (currently amended) A cooling system for a battery in a vehicle having a passenger compartment, the cooling system comprising:

an air intake for receiving air from an ambient environment outside the vehicle;

an air outlet communicating with the ambient environment outside the vehicle;

a duct system capable of providing communication between the air intake and the battery, the duct system being configured to inhibit air flow between the duct system and the vehicle passenger compartment, the duct system including a first structure movable between a first position for facilitating communication between the air intake and the battery, while inhibiting recirculation of air across the battery, and a second position for inhibiting communication between the air intake and the battery, while facilitating recirculation of air across the battery, the first structure including a first baffle that is movable to an intermediate position which facilitates communication between the air intake and the battery, and recirculation of air across the battery, the duct system further including a second baffle movable between a first position for facilitating air flow from the duct system through the air outlet, and a second position for inhibiting air flow from the duct system through the air outlet;

a fan cooperating with the duct system for moving air through at least a portion of the duct system and across the battery; and

a heat exchanger cooperating with the duct system and selectively operable to cool air flowing in the duct system before the flowing air reaches the battery.

2. (canceled)

3. (currently amended) The cooling system of claim [[2]] 1, wherein the air outlet includes first and second portions, the first portion being in communication with the duct system, and the second portion being in communication with the vehicle passenger compartment, the second portion including a flow inhibitor for inhibiting air flow from the duct

system to the vehicle passenger compartment.

4. (canceled)

5. (canceled)

6. (canceled)

7. (currently amended) The cooling system of claim ~~[[6]]~~ 1, wherein movement of the first and second baffles is synchronous.

8. (currently amended) The cooling system of claim ~~[[6]]~~ 1, further comprising:

a first sensor configured to measure a temperature indicative of the ambient environment outside the vehicle, and to output a signal related to the ambient temperature;

a second sensor disposed in relation to the battery for measuring a temperature indicative of battery temperature, the second sensor being configured to output a signal related to the battery temperature; and

a controller configured to receive the signals output from the first and second sensors, and to control the operation of the fan, the heat exchanger, and the first and second baffles, at least partly based on the signals received.

9. (currently amended) A cooling system for a battery in a vehicle having a passenger compartment, the cooling system comprising:

an air intake for receiving ambient air from outside the vehicle;

an air outlet communicating with the ambient environment outside the vehicle;

a duct system including first, ~~[[and]]~~ second, and third duct subsystems, the first duct subsystem being disposed between the air intake and the battery for providing an air flow path from the air intake to the battery, the second duct subsystem being disposed between the battery and the first duct subsystem for providing an air flow path from the battery to the first

duct subsystem, thereby facilitating recirculation of air across the battery, and the third duct subsystem cooperating with the air outlet to provide an air flow path to the ambient environment outside the vehicle, the duct system being configured to selectively inhibit air flow through at least a portion of the first and second duct subsystems, the duct system further including first and second baffles, the first baffle being movable between first, second and intermediate positions, the first position facilitating air flow from the air intake to the battery through the first duct subsystem, the second position facilitating air flow from the battery to the first duct subsystem through the second duct subsystem, and the intermediate position facilitating air flow through the first and second duct subsystems, the second baffle being movable between a first position for facilitating air flow through the third duct subsystem, and a second position for inhibiting air flow through the third duct subsystem;

a fan cooperating with the duct system for moving air through at least a portion of the duct system and across the battery; and

a heat exchanger cooperating with the duct system and selectively operable to cool air flowing in the duct system before the flowing air reaches the battery.

10. (canceled)

11. (canceled)

12. (canceled)

13. (currently amended) The cooling system of claim [[12]] 9, wherein the air outlet includes first and second portions, the first portion being in communication with the duct system, and the second portion being in communication with the vehicle passenger compartment, the second portion including a flow inhibitor for inhibiting air flow from the duct system to the vehicle passenger compartment.

14. (canceled)

15. (currently amended) The cooling system of claim [[14]] 9, wherein movement of the first and second baffles is synchronous.

16. (currently amended) The cooling system of claim [[14]] 9, further comprising:

a first sensor configured to measure a temperature indicative of the ambient environment outside the vehicle, and to output a signal related to the ambient temperature;

a second sensor disposed in relation to the battery for measuring a temperature indicative of battery temperature, the second sensor being configured to output a signal related to the battery temperature; and

a controller configured to receive the signals output from the first and second sensors, and to control the operation of the fan, the heat exchanger, and the first and second baffles, at least partly based on the signals received.

17. (currently amended) A vehicle having a passenger compartment, a window assembly and a battery, the vehicle comprising:

a battery cooling system including:

an air intake disposed in a portion of the window assembly for receiving air from an ambient environment outside the vehicle,

an air outlet communicating with the ambient environment outside the vehicle,

a duct system configured to selectively provide communication between the air intake and the battery, and further configured to inhibit communication between the passenger compartment and the battery, the duct system including first and second baffles, the first baffle being movable between a first position for facilitating communication between the air intake and the battery, while inhibiting recirculation of air across the battery, and a second position for inhibiting communication between the air intake and the battery, while facilitating recirculation of air across the battery, the second baffle being movable between a first position for facilitating air flow from the duct system through the air outlet, and a second position for inhibiting air flow from the duct system through the air outlet, ~~the battery cooling system further including~~

a fan cooperating with the duct system for moving air through at least a portion of the duct system and across the battery, and

a heat exchanger cooperating with the duct system and selectively operable to cool air flowing in the duct system before the flowing air reaches the battery.

18. (previously presented) The vehicle of claim 17 having a rear vehicle opening and a load floor having the battery disposed therebeneath, wherein the battery cooling system further includes first and second portions, the first portion being adjacent the rear vehicle opening and configured to provide substantially uninhibited access to the passenger compartment through the opening, the second portion being disposed beneath the load floor, adjacent the battery.

19. (canceled)

20. (currently amended) The vehicle of claim ~~[[19]]~~ 17, wherein the battery cooling system further includes first and second sensors in communication with a controller, the first sensor being configured to measure a temperature indicative of the ambient environment outside the vehicle and to output a signal related to the ambient temperature, the second sensor being disposed in relation to the battery for measuring a temperature indicative of battery temperature, the second sensor being configured to output a signal related to the battery temperature, the controller being configured to receive the signals output from the first and second sensors, and to control the operation of the fan, the heat exchanger, and the first baffle, at least partly based on the signals received.